

hear from the intelligence community as well on this issue, which we will do in the hearings when we have them.

I thank my colleagues for their cooperation and look forward to passage of the amendment and yield the floor.

The PRESIDING OFFICER. Is there further debate on the amendment?

If not, the question is on agreeing to amendment No. 2115.

The amendment (No. 2115) was agreed to.

Mr. GRAHAM. Madam President, I ask now for a vote on the underlying Smith amendment, as amended.

The PRESIDING OFFICER. The question is on agreeing to the Smith amendment No. 2114, as amended.

The amendment (No. 2114), as amended, was agreed to.

Mr. GRAHAM. Madam President, I move to reconsider the vote on the Smith amendment.

Mr. SMITH of New Hampshire. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

#### AMENDMENT NO. 2116

Mr. GRAHAM. Madam President, I am not aware of any other amendments to be offered to the bill. I have a managers' amendment I offer at this time.

The PRESIDING OFFICER. The clerk will report.

The senior assistant bill clerk read as follows:

The Senator from Florida (Mr. GRAHAM) proposes an amendment numbered 2116.

The amendment is as follows:

Insert at the appropriate place in the bill:  
The DCI shall provide, prior to conference, any technical modifications to existing legal authorities needed to facilitate Intelligence Community counterterrorism efforts.

Mr. GRAHAM. Madam President, the purpose of this amendment, which has been suggested by Senator KYL, is to assure that if, in light of the rapidly changing world in which we are living, there are other proposals that need to be considered during the course of the conference, the conference committee will have the liberty to do so. I urge adoption of the amendment.

The PRESIDING OFFICER. Is there further debate on the amendment?

The question is on agreeing to the amendment.

The amendment (No. 2116) was agreed to.

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. Senator GRAHAM has mentioned there are no further amendments to the bill. I ask that the bill be read a third time.

The PRESIDING OFFICER. The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed for a third reading and was read the third time.

The PRESIDING OFFICER. Under the previous order, the Senate will pro-

ceed to the consideration of H.R. 2883, which the clerk will report.

The assistant legislative clerk read as follows:

A bill (H.R. 2883) to authorize appropriations for fiscal year 2002 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes.

The PRESIDING OFFICER. Under the previous order, all after the enacting clause of H.R. 2883 is stricken, the text of the Senate bill S. 1428, as amended, is inserted in lieu thereof, and the bill is deemed read the third time.

Mr. REID. I know the House bill has been read a third time. I ask for the yeas and nays on H.R. 2883, as amended.

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The yeas and nays were ordered.

Mr. REID. I further ask unanimous consent that the vote on passage of the bill occur at 2 p.m. today, with rule XII, paragraph 4, being waived.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### MORNING BUSINESS

Mr. REID. Madam President, if the manager of the bill has nothing further, I ask unanimous consent that the Senate be in a period of morning business until 2 p.m. with Senators permitted to speak therein for a period of up to 10 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### THERE IS A NEED FOR IMPROVED AIRLINE SECURITY

Mr. NELSON of Florida. Madam President, as we are locked in this deadlock with the House of Representatives over the question of airport passenger screening security, basically the deadlock is the Senate has passed a bill 100-0 that would provide for federalizing the screening process of passengers; that is, attaches to the Justice Department that these would be Federal employees who have specific training in law enforcement so we can heighten the feeling of confidence of the American flying public that they will be safe when they get in an airliner to take their travel.

Why is this important? It is obvious the airline industry is one of the important economic components of our national economic engine, and as long as people are scared to get into a plane and fly, then we are not going to rev up that economic engine and get it functioning on all cylinders as is so necessary.

There are parts of this country that are certainly more affected than others

by the diminution of airline travel. Clearly, the city of New York, the State of the Presiding Officer, is drastically affected; clearly, cities in my State, such as Miami, or Orlando, the No. 1 tourist destination in the world. I have talked to the owners of hotels—not the business hotels; the business hotels are doing OK, not good but OK—and the tourist-oriented hotels now have an occupancy rate in the range of 40 to 45 percent.

I talked to the owner of one hotel with 800 rooms; they shut down 600 rooms. It does not take a rocket scientist to recognize with that diminished revenue they will not be able to pay mortgage payments, taxes. They have already laid off a significant portion of their staff.

We understand what happens as the ripples run through the economy. What do we do? We want to give a feeling of confidence, of safety, to the American flying public. What better way to do that than for the public to know, when they go through that passenger screening process, in fact, if there are people trying to do dastardly things to them by sneaking through implements of destruction, they will get caught.

The fact is, recently they have not been caught. We heard this rather astounding story a couple of days ago about in the Chicago area a person had two knives, got on the plane, and had in their carryon luggage other implements of destruction. This is several weeks now, after September 11.

We read the story last week about the fellow sitting on the airplane, in flight, horrified to suddenly realize someone had given him a pistol as a present, and he forgot it was in his carry-on luggage. He had the presence of mind to call over the flight attendant in the midst of the flight to say what happened. The fact is, airline passenger security had failed again.

Does this engender confidence in the American flying public? Of course, it doesn't. We are undercutting the very thing we need to be doing for those desperately needing the airlines back in robust business again—the hotel operators, the service personnel, the gift stores in the hotels, the restaurants, the tourist destinations, and the multiplicity of industries and businesses, both large and small, that spawn from this wonderful, robust transportation network we have had in the skies.

Why am I saying this? It took 4 weeks in the Senate to pass this bill because people in this Chamber were filibustering it because they wanted that passenger security screening operation to continue as it is, privately contracted out. That is not going to cut it. Yet we were held up 4 weeks. By the time it got around to the final passage, there was no Senator who was going to vote against it. It was 100-0 in this Chamber. Now we are at loggerheads with the House of Representatives, which by a very narrow margin